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The differences recently observed on MiG-15 and MiG-17s indicate, however, that there are possibly 6 different models of MiG 15s in existence. [redacted] on Jasterbug airfield.

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2. [redacted] Comment. The model RD-45 F engine has a thrust of 2,250 kg. Unconfirmed information has been received on a more powerful version of the "Nene" engine with a thrust of about 3,000 kg. It is assumed also that an axial-flow turbine (Mikulin?) with a thrust of about 3,000 kg is fitted in the MiG-17. 25X1
3. [redacted] Comment. An increase in the capacity of the main fuel tank from 1,410 to 1,750 liters would probably necessitate changes in the fuselage; i. e. it must be made slightly longer or thicker. Increasing the capacity of the auxiliary fuel tank from 350 to 400 liters appears possible. An engine having a thrust of 3,000 kg would probably not have a maximum level speed of more than 1,100 km/h. If this limit should be exceeded, the aerodynamical qualities must also be improved. The reported data on the operational ceiling and rate of climb are believed to be correct. 25X1
4. [redacted] Comment. A penetration depth of 850 kg could scarcely be attained even with favorable conditions (economical cruising, high-altitude flight) and the increased safety factors which would also be involved. 25X1
5. [redacted] Comment. The reported large quantity of ammunition, particularly for the 37-mm gun, cannot be fitted in the aircraft. It is probable that the aircraft had suspension devices for bombs or auxiliary fuel tanks. 25X1
6. [redacted] Comment. No confirmatory statements have been received on the reported models of the MiG-15. 25X1

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